

NEWOCEAN CARRIERS

THE RUSSIAN-AMERICAN LINE'S PLANS.

Steamers to Ply Between the Ports of San Francisco and Vladivostock.

Special Dispatch to the CHRONICLE.

NEW YORK, May 18.—Count L. Julian Teleky, the American representative of a wealthy Russian syndicate, has been in lower Broadway seeking to purchase several steamships of 4000 tons burden. A Russian syndicate is about to establish a line of steamships to ply between ports on the Pacific Coast and Vladivostock, the eastern terminal point of the Trans-siberian Railroad, now nearly completed.

Count Teleky is the young Hungarian who arrived in this country last October. He went to San Francisco and for six months worked as an apprentice at the Union Iron Works under an assumed name in order to gain practical information of the construction and operation of steamships. The company he represents will be known as the Russian-American Direct Transportation Company.

The Amoor Steamship Company, which is interested in the scheme, sent J. Gavetsky, an engineer, to this country to organize the American end of the enterprise. He carried on negotiations with the result that he interested several New York capitalists who hold a controlling interest in the Santa Fe Railroad. The new transportation company has already secured a contract with the Russian Government for the carrying of the mails and to do a general carrier business, extending over a period of fifteen years.

Half a dozen steamships are to be purchased in New York and several will be constructed at the Union Iron Works in San Francisco. Seven other vessels suitable for the trade are already the property of the Amoor Steamship Company of Siberia. The capital of the Russian-American Direct Transportation Company is stated to be \$37,000,000.

Engineer Gavetsky, the chief agent of the company, is now on his way here from Vladivostock. The new company hopes to carry over its connecting railway lines in America a large part of the German-Austrian and Russian goods consumed here.